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RADML James Watson  
Federal On-Scene Coordinator  
United States Coast Guard

**Subsea Dispersant Injection Request for Severe Weather Exemption  
From Sampling Protocol for Wednesday, July 7<sup>th</sup> 2010**

On Tuesday, July 6<sup>th</sup>, the Brooks McCall completed three casts in line with the daily requirements for subsurface sampling of the Directives for Subsea Dispersant Injection. Due to the deteriorating weather sampling ceased for the day in the early afternoon. There is a safety protocol (attached) which delegates the responsibility for operational safety on the vessel to the Captain, and in certain circumstances relating to the welfare of the science crew, to the Chief Scientist

The current weather shows SE winds of 22-25 knots with 7-9 ft seas, with forecasts showing this subsiding to 6 ft tonight. In view of the current weather it is unlikely that the Brooks McCall will be able to take any sample casts on Wednesday due to the safety protocol. For the wellbeing of the personnel onboard we request that the vessel depart the well site and proceed to Port Fouchon.

I am requesting an exemption from the requirement to sample the water column during the 24 hour period of July 7, 2010 in order to continue Subsea Dispersant Injection operations to ensure VOC management and safe operations.

The Ocean Veritas is being readied for its next cruise and will be on station on Thursday July 8<sup>th</sup> – when much milder sea states are forecast.

I trust that this request be favorably reviewed.

Yours sincerely

  
Douglas J. Suttles

Approved   
RADML James Watson

Date 7/7/2010

  
RDML Roy Nash  
Deputy FOSC

## **DEEP WATER CTD and WATER SAMPLING**

### **Authority to Continue or Stop Sampling Operations**

**July 2nd, 2010**

While the Captain of the vessel is responsible for the overall safety of the vessel, its crew and scientists, the Chief Scientist is responsible for the decisions concerning sampling operations.

The purpose of this memorandum is to clearly establish the responsibilities and authorities of the Captain and Chief Scientist in deciding whether or not to continue operations.

1. The Captain/Chief Mate have the authority to stop sampling operations based on-
  - a. Safety of vessel holding position during the approximately 2 hours required to deploy and retrieve the CTD; and
  - b. The safety of two people to work on the rear deck of the vessel during CTD operations and sampling from the Niskin bottles, given the forecast conditions for any cast.
  - c. Any other matter relating to maritime safety, including but not limited to VOC levels, instructions from SIMOPS, or other marine authorities.
2. The Chief Scientist has the authority to stop sampling or laboratory operations based on
  - a. Consideration of the health and safety of the science crew including:-
    - i. Any seasickness that cannot be adequately managed with standard seasickness medications
    - ii. Stress and fatigue levels, which will largely be a function of people's experience working at sea, general fitness and management of work loads during adverse weather
    - iii. Redundancy of personnel in positions, noting that in some cases there are roles that can be shared or delayed for short periods, allowing for people to rest between work period
    - iv. Safety of working in the laboratory with regards to slips, falls and potential for injury due to rough seas.
  - b. The feasibility and logistics of collecting robust data under the conditions. For example, management and counting of rotifers used in the toxicity testing may not be possible with substantial sea movement.
  - c. Any other matter which, in the opinion of the Chief Scientist, must bring operations to a halt.
3. For the avoidance of doubt, the Captain has the sole authority in a decision to restart operations.
4. All Crew members have the right to "Stop the Job" if they believe a job to be unsafe.

#### **GENERAL NOTES –**

There are several more experienced members of the science crew, including general sea time and/or experience working on this project.

All personnel have been advised of the advantages of early commencement of seasickness medication and strategies for management of seasickness.

The Chief Scientist will at all times monitor the health and safety of the personnel, including appropriate management of any sickness or fatigue.

Although adverse weather or sea conditions may be likely to substantially slow the rate of work that is safe or feasible, unless conditions are severe enough that the Captain makes the decision to cease operations, at least one CTD cast should be possible during the day.

In all cases where adverse weather, sea state, or any other event is causing a significant delay to or is halting sampling operations the Chief Scientist will notify the BP Marine Scientist Coordinator as soon as possible.

Developed by Marine Science Coordinator and Vessel Chief Scientists  
Unified Command New Orleans

Endorsed by Gulf of Mexico Marine Authority  
BP America